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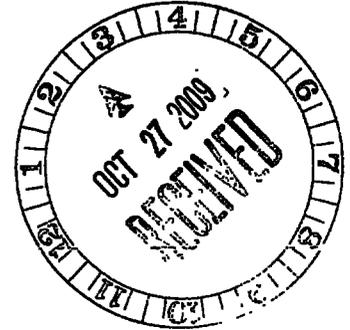
October 21, 2009

Ms. Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street SW
Washington, DC 20423

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RE: Comments by Missouri DOT in Response to STB Notice No. AB-331 (Sub. No.1X), Bi-State Development Agency of the Missouri-Illinois Metropolitan District Discontinuance Exemption, City of St. Louis, Missouri

Dear Ms. Quinlan:

The state of Missouri through the Missouri Department of Transportation, as the regulatory authority over railroads in the state of Missouri, submits the following comments in relation to the Board's notice of the above discontinuance:

The Missouri Department of Transportation supports the provision of rail service to communities that support it and have the business climate and business organizations present, which could benefit from rail service. However, we also support the abandonment or discontinuance of service of rail lines which historically have had little rail traffic on them or which have outdated track that will not likely be upgraded in the near future. It appears that this line falls into the latter category. We are, however, also wary that if the track is eventually abandoned, the proper steps are taken to remove and relocate, if possible, rail-related equipment.

The area of the line in question has two at-grade crossings that accommodate both the freight line track and two light-rail Metrolink tracks. Those crossings both have full light and gate systems at them at Boyle Street (#480 259W) and Sarah Street (#480 257H).

If the freight line discontinues and is thereafter abandoned, the light rail lines obviously would stay in place. If this occurs, we would also request the STB enter an order requiring the current lights and gates signals at both crossings to be moved closer to the Metrolink tracks on the north side of both crossings in order to conform to our administrative rule found at 4CSR265.8.080. This rule requires that if the freight tracks are actually physically removed, that the warning

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devices be relocated to a clearance of not less than 12 feet nor more than 20 feet from the center line of the nearest remaining Metrolink track.

The reason for our rule is to ensure that grade crossing warning devices are in the most effective location to deter people from driving around them when they are activated.

Thank you for the opportunity to comment through written testimony. We appreciate your consideration and the improvement of rail services generally because of the regulatory oversight your board enforces.

Sincerely,



Rodney P. Massman
Administrator of Railroads,
Missouri Department of Transportation

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